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## State - National Association of State Aviation Officials - Annual Meeting

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## STATE

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS —ANNUAL MEETING

#### I. OFFICERS ELECTED.

At the annual meeting of the National Association of State Aviation Officials held in Providence, Rhode Island, October 2-4, 1941, the following officers were elected for the year 1942:

Asa Roundtree, Jr., Director of Airfields & Development, 425 South Union Street, Montgomery, Ala.,.....PRESIDENT

A. H. Near, Chairman, Kentucky Aeronautics Commission, Bowman Field, Louisville, Ky.,.....1st VICE-PRESIDENT

Capt. Leo G. Devaney, State Director, 507 Lumbermens Bldg., Portland, Oregon.....2nd VICE-PRESIDENT

Earl L. Johnson, Director of Aeronautics, 913 Wyandotte Bldg., Columbus, Ohio.....3rd VICE-PRESIDENT

Sheldon B. Steers, Director, Department of Aeronautics, Capital City Airport, Lansing, Michigan.....SECRETARY

George B. Logan, 506 Olive Street, St. Louis, Missouri, and  
Howard C. Knotts, Aviation Supervisor, Illinois Commerce Commission,  
205½ South Sixth St., Springfield, Illinois—LEGAL COUNSELORS

#### II. RESOLUTIONS ADOPTED.

It is the sense of this Association that the following are vital to aviation and the National Defense program and that immediate action should be taken by the responsible federal agencies to affect:

1. The re-establishment in the C. A. A. of a State Coordinator with full power to represent that federal agency.
2. Closer cooperation and coordination between State and Federal agencies on airport location and developments within each of the several states.
3. Ten days notice on all public hearings to all parties concerned.
4. More emphasis being placed on the long range program involving more efficient expenditures in airport construction and development.
5. Control and regulation of aviation by persons with a recognized aviation background.
6. Simplified and condensed Civil Air Regulations in place of the present complicated and voluminous C. A. R.

7. A reduction in the age limits and formal educational requirements of employees of weather bureau and air traffic control services.
8. The inclusion of aeronautical subjects in high school curricula.

ALSO: that this Association objects to the federal government's further encroachment on the sovereign rights of the states to control air space; and

- (2) to any requirements at this time, wherein charter operators might be required to provide themselves with multi-motored equipment in order to continue their operations; and
- (3) it is opposed to any relaxation in the use of equipment or safety regulations affecting airline operations and the practice of permitting provisional overload, and:
- (4) We condemn the policy of the discontinuance of the U. S. Airport Directory as being detrimental to the safety of aircraft and airmen.

We recommend the adoption by the states of a uniform traffic pattern and procedure for all civil airports; also

We commend the establishment of the present inter-departmental air traffic board and recommend that they be the sole agency for coordinating air traffic under authority of existing legislation and oppose recommendations Nos. 1, 2, 3, and 4 as embodied in the Nichols report (No. 933).

We recommend that greater consideration be given to operators financially committed under CPTP before withdrawal of their contracts, also we recommend a federally sanctioned uniform civil air defense program.

Realizing that the time, place, and climatical conditions in case of war cannot be selected we condemn the present policy of centralizing military flight training below the 37th parallel.

The evolution of the evil science of warfare has demonstrated the potency of a primary air arm of the Military Services; therefore

*Be It Resolved*, That the Congress of the United States immediately create a separate and distinct Air Force with Cabinet representation.